

# FROM PORTLAND, MAINE, TO PORTLAND, OREGON

## Roosevelt Highway Marked Out

### With Exception of Few Miles in Montana—M. L. Powell Elected Director of Eastern Section—Plans for Summer

Vermont and the Green Mountain branch of the Roosevelt International Highway association has been honored by the election of Max L. Powell, this city, as director of this organization for the eastern section, which includes New York and the New England States, and also as vice-president of the national organization of the Roosevelt highway. Mr. Powell, who has been for more than a year the president for Vermont of the Roosevelt International Highway association, has recently returned from a trip to the northwest, stopping off at Duluth, Minn., the headquarters of the Roosevelt highway, to attend a meeting of the directors. It was there that he was chosen for the offices mentioned above.

The meeting in Duluth was attended by the presidents of the State branches of the association, the States of New York, Montana, Wisconsin, Minnesota, North Dakota and Vermont being represented. The meeting occupied two days of very interesting discussion while mapping out the work for next year. It was voted to establish a budget for next year of \$10,000 for the national office.

Each State through which the Roosevelt highway passes will be assessed according to the mileage of the highway in that State. This will bring Vermont's assessment under this plan to \$50 for 1921.

One of the plans for the coming season is to get Theodore Roosevelt, Jr., to take a trip over the Theodore Roosevelt international highway from Portland, Me., to Portland, Ore., during the summer. With special reception committees at each stop along the route which was named for his father. The details of this plan were left in the hands of Mr. Powell, as the director for the eastern district. Mr. Powell expects to arrange a personal conference with Mr. Roosevelt in New York in the near future and to talk over with him at that time the plans for the trip. It is quite possible that Mr. Powell may be able to arrange, also, a banquet at the Hotel Vermont for members of the Roosevelt Highway association, which Mr. Roosevelt will be the guest of honor.

During the meeting at Duluth, F. J. Villatreal, of Duluth, the originator of the idea of the Roosevelt international highway, was re-elected president of the association for the coming year. The association is divided into three districts, the eastern, the central and the western, and the directors from each of these districts, together with the president, make up the executive committee of the association. It was the duty of the directors to elect at a later date a permanent secretary to make his headquarters in Duluth and to give his entire time to the work, going about among the States in the association and assisting in the organization of the work.

According to reports submitted at the meeting, the Roosevelt highway is now marked out from Portland, Me., to Portland, Ore., with the exception of a few miles of road in Montana, where government road work must be done before the route can be completed. It is declared by the officials of the association that nowhere in America is there any official highway with such scenic beauties as that found on the Roosevelt international highway. President Powell of the association has been elected as director of the Green Mountain section of the highway, the most scenic of any part of the tour from coast to coast.

WHEN LESLIE'S BEGAN IN 1855 (From Leslie's)

Butter sold at 25 cents a pound, and eggs at 30 cents a dozen, rates for the day. The first of the world was precisely where it is to-day in the south of Russia.

Cyrus Field and Peter Cooper had just organized the company which three years later laid the Atlantic cable.

There were no newspapers, the first education of women; Vassar, the first, did not open until 1861.

The first application of the Bessemer steel process in this country was to be made in New Jersey the following year.

"Bleeding Kansas" was a political issue. "The name is pronounced Kansas, and should be so written," said Horace Greeley's Tribune Almanac for 1866.

Telegraphy was still a dubious project, financially. Federal aid had been refused on the ground that the invention could not become practically valuable.

The Western Union was organized the following year.

In the first issue of Leslie's is a note of the arrival at New York of a band of Mormon missionaries from Utah, "It having taken them 90 days to cross the plains; rather a hard journey."

The first bridge across the Mississippi river had just been completed at Minneapolis; that at Rock Island was opened the year following. In western railroad-building the Burlington route had reached the Mississippi; the Rock Island had gone on to Iowa City.

Wood was used exclusively for fuel in locomotives, and the railroad was regarded by many as the foe of the forest.

In 1855 the art of photography was being developed. What passed for advertising in the newspapers and magazines of that period consisted of small advertisements, with here and there a crude woodcut of the commodity mentioned in the text. Today money is spent in this country alone no less than one billion dollars a year in magazine and newspaper advertising. And it is one of the most complex, influential and progressive businesses in the world.

THOUGHTFUL TOMMY

When Tommy went visiting, his first interest was the kitchen and what it was likely to produce. One day when he was visiting his grandmother he found her in the kitchen busy over a stew. "What do you think I'm doing?" she asked. Tommy shook his head and hoped hard. "I'm going to make you a nice little pie in a sauce all to yourself," said the old lady. "Don't you think I'm good to be doing that?" "Y-y-y," replied Tommy, all the while his eyes were fixed on the kitchen. "Of course it's a good good of you, but mother told me not to be a bother, so I was just thinking that if it's going to be any trouble, I'd pass up better to make you the regular size."—Los Angeles Times.

STRAWBERRIES AND CREAM AND A MORAL

A small boy who did not like to do "house work" was being warned by his mother against the evils that are likely to result from habits of procrastination. The boy asked her to explain quite simply what the word meant, and she replied by quoting the proverb, "Never put off till tomorrow what can be done today."

On getting the moral reduced to this simple form, he said:

"Well, then, mother, let's go downstairs at once and eat the rest of the strawberries and cream; there were those left over after your tea party."

# JOINT MEETING OF VERMONT DAIRYMEN AND SUGAR MAKERS

The 81st annual meeting of the Vermont Dairymen's association and the 88th annual meeting of the Vermont Sugar Makers' association will be held jointly in this city on Tuesday, Wednesday and Thursday, January 11, 12 and 13.

As already announced in the Free Press, most of the day sessions will be held at the University gymnasium, and the usual exhibits will be placed in the baseball cage. A lunch will be served at one o'clock each day in Commons Hall, adjacent to the gymnasium, for the convenience of patrons of the convention.

The different State breed associations will hold meetings on Tuesday evening, the 11th.

Liberal prizes will be given for the best dairy and maple products. The Vermont Dairymen's association will hold their banquet Thursday evening, January 13, at the Hotel Vermont. After dinner speeches with patriotic addresses and music will be the order of the evening. Congressman Frank L. Greene will be the toastmaster of the evening.

The complete program of the convention follows:

TUESDAY AFTERNOON, JAN. 11

2:30 p. m.—Innovation, the Rev. C. J. Staples; address of welcome, J. Holmes Jackson, mayor of Burlington; response of sugar-makers, C. T. Purinton of Burlington; response of dairymen, George H. Merrill of Morrisville; report, secretary and treasurer, sugar-makers; president's address, S. A. Badger, president Sugar-Makers' association; business session, Sugar-Makers' association.

TUESDAY EVENING

8:00 p. m.—Session in charge of Vermont Jersey Cattle club.

WEDNESDAY MORNING, JAN. 12

10:00 a. m.—President's address, S. L. Merrill, vice-president, J. H. Jackson, report of secretary and treasurer, Dairymen's association; "Marketing Co-operation," Prof. G. N. Collingwood of Cornell University; "Ice Cream," Prof. H. B. Ellender.

WEDNESDAY AFTERNOON

"Progress of T. B. Eradication," E. S. Brigham, commissioner of agriculture; "Breeding Farm Animals," J. C. McNeill.

WEDNESDAY MORNING, JAN. 13

10:00 a. m.—President's address, S. L. Merrill, vice-president, J. H. Jackson, report of secretary and treasurer, Dairymen's association; "Marketing Co-operation," Prof. G. N. Collingwood of Cornell University; "Ice Cream," Prof. H. B. Ellender.

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# NEW FERRY LINE ASSURES FACT

## Will Connect Westport and Essex With Thompson's Point and Basin Harbor, Service Being Given by Boat That Will Carry 16 Automobiles

As a result of a meeting at the Hotel Essex Tuesday night at which E. N. Goodsell, of Albion, explained the project for the proposed Westport-Exssex ferry, to be put in operation early next spring, Frank E. Molnosh, president of the Burlington Chamber of Commerce, was authorized to appoint a committee to accompany Mr. Goodsell in putting the proposition for the sale of stock in the company before Burlington merchants. It is hoped that the more liberal business men of Burlington and vicinity will subscribe for \$1000 worth of stock. A good start has already been made, \$1300 having been pledged in \$100 dollar shares, most of this being signed for at Tuesday evening's meeting.

The automobile ferry proposition, as outlined by Mr. Goodsell, is for the establishment of a ferry touching at four principal points on Lake Champlain, namely, Westport and Essex on the New York side and Thompson's Point and Basin Harbor on the Vermont side. It is possible, also, that this ferry may touch at Burlington early in the spring, and late in the fall, after the boats of the Champlain Transportation company stop running.

The Westport-Exssex Ferry company, Inc., of which Mr. Goodsell is president, and Mr. Worman, treasurer of the Westport National Bank, is treasurer, recently purchased the yacht "Admiral" from the government. This boat is 120 feet long and 20 feet wide, has 320 horse power, has electric lights, steam heat, shower baths, state rooms, and every thing up-to-date. Some work will be necessary in the spring to widen the boat for ferrying purposes. This work is completed this boat will have a carrying capacity of 16 automobiles and 100 people.

CAPITALIZED FOR \$50,000

This company is capitalized at \$50,000. It is estimated that about \$10,000 will be needed to do the work on the "Admiral" and prepare the landing places at the points mentioned, so that the ferry can put into operation early next spring. Westport has already subscribed for \$1,000 worth of stock and is ready to take more. It is the desire of the officials of the company, however, that the stock be spread out over as much territory and in the hands of as many different individuals as possible.

With this idea in view, Mr. Goodsell came to Burlington to put the matter before the merchants and business men of this section. He pointed out Tuesday evening at the hotel where the ferry will operate to Burlington traders, Burlington being the largest city in this section, on either side of the lake, large numbers of people in Westport and Essex and other towns in that vicinity, desire to go here to trade and this ferry, which will operate at very reasonable rates, will give them splendid opportunity to do this.

TOURIST ADVANTAGES

Mr. Goodsell spoke, also, of the advantage from the standpoint of the tourist. He said that the large majority of the tourists who travel between New York and Montreal now go up or down the New York side of the lake, because they do not like the dusty roads of Vermont. They often remark that they would like to see some of the Vermont scenery if they were to trade and this ferry, which will operate at very reasonable rates, will give them splendid opportunity to do this.

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